

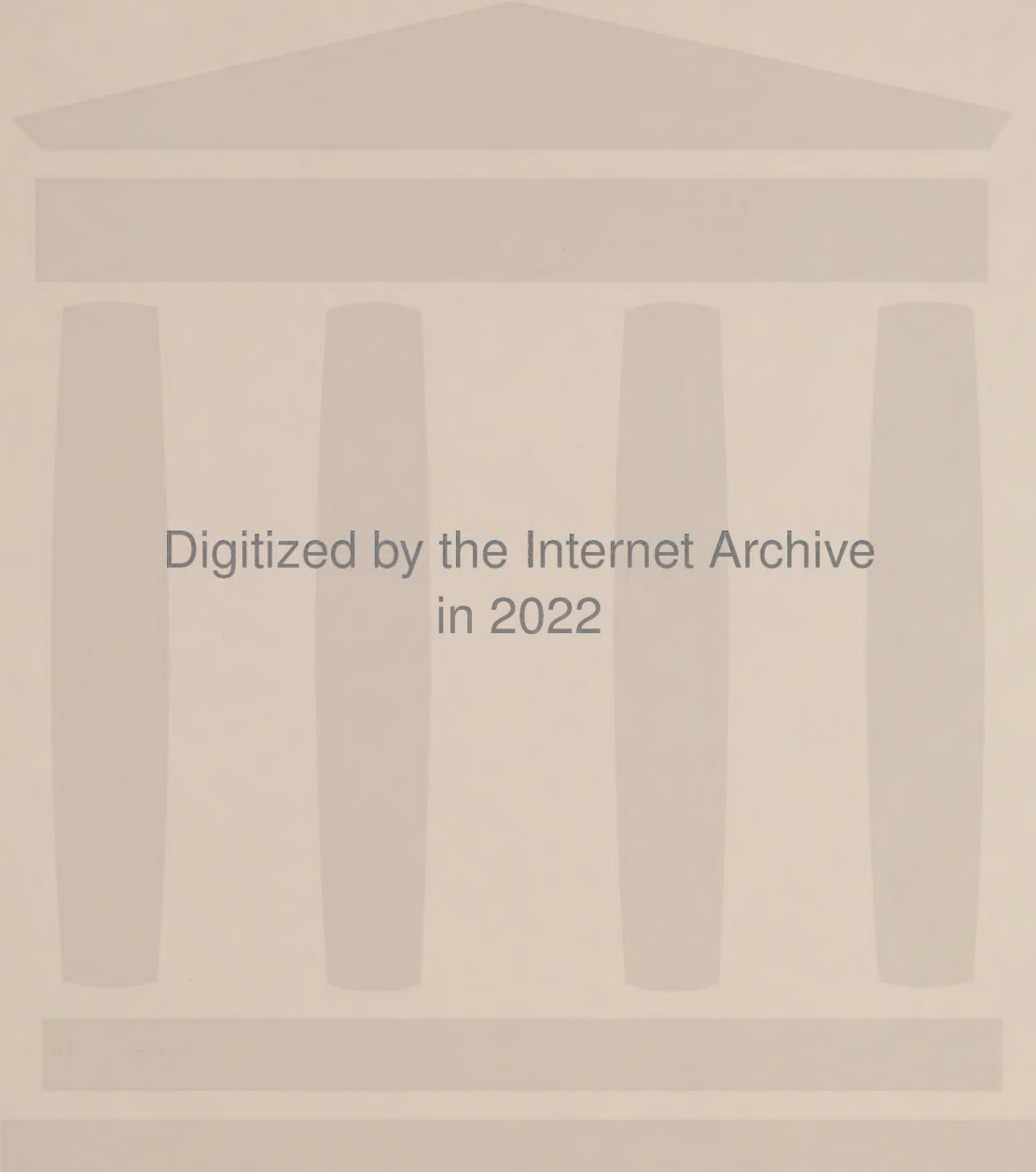
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GENEALOGY COLLECTION

M. L.





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<https://archive.org/details/atlasofmarioncou5765hove>

ATLAS

OF

MARION COUNTY, IOWA.

DRAWN FROM THE COUNTY RECORDS AND ACTUAL SURVEYS BY

ARTHUR M. HOVEY,

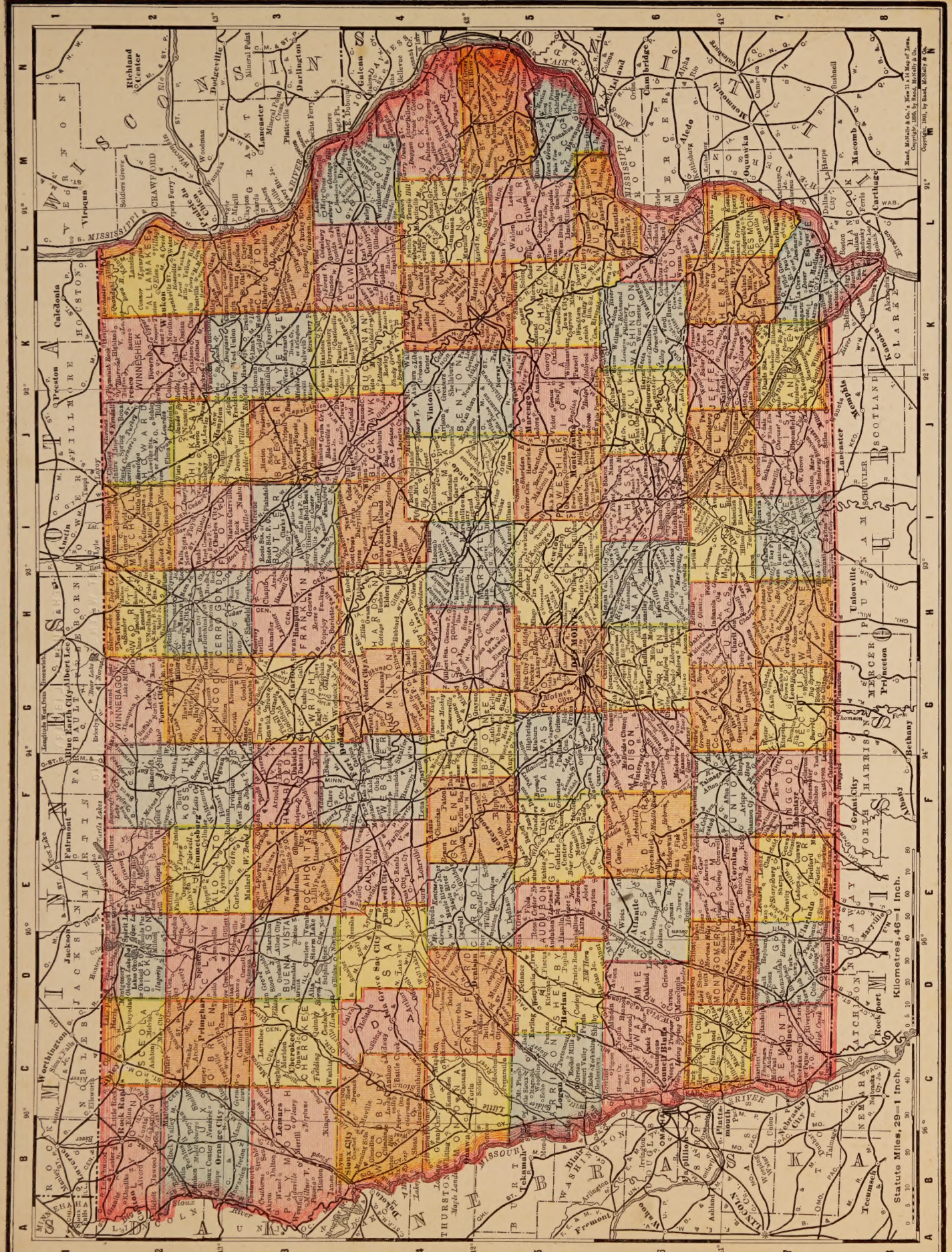
166 ADAMS STREET, CHICAGO.

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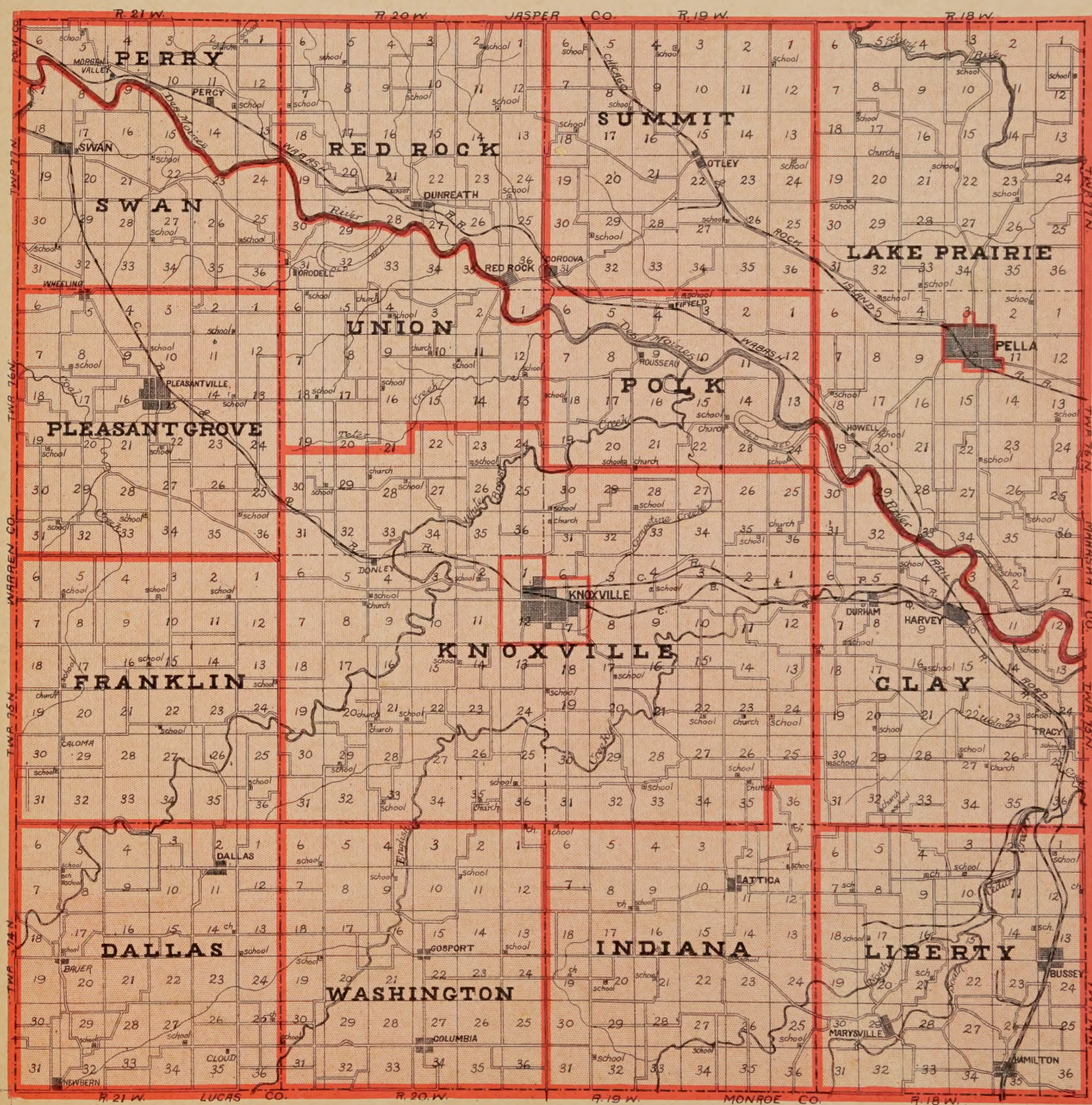
IOWA.



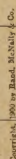
OUTLINE MAP OF MARION COUNTY, IOWA.

SCALE, 2 2/3 MILES TO 1 INCH.

1415239



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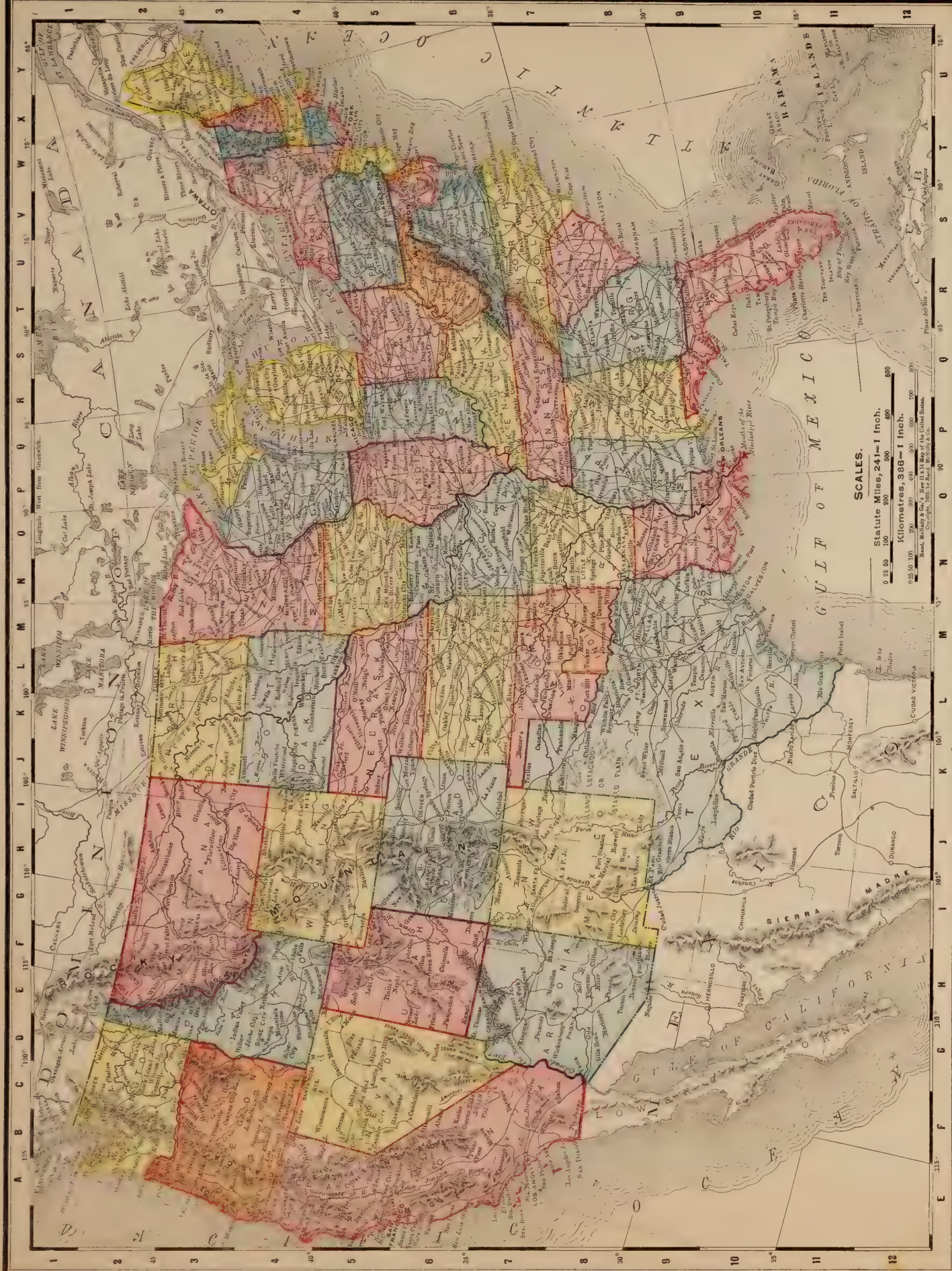


NORTH PART OF LAKE PRAIRIE.

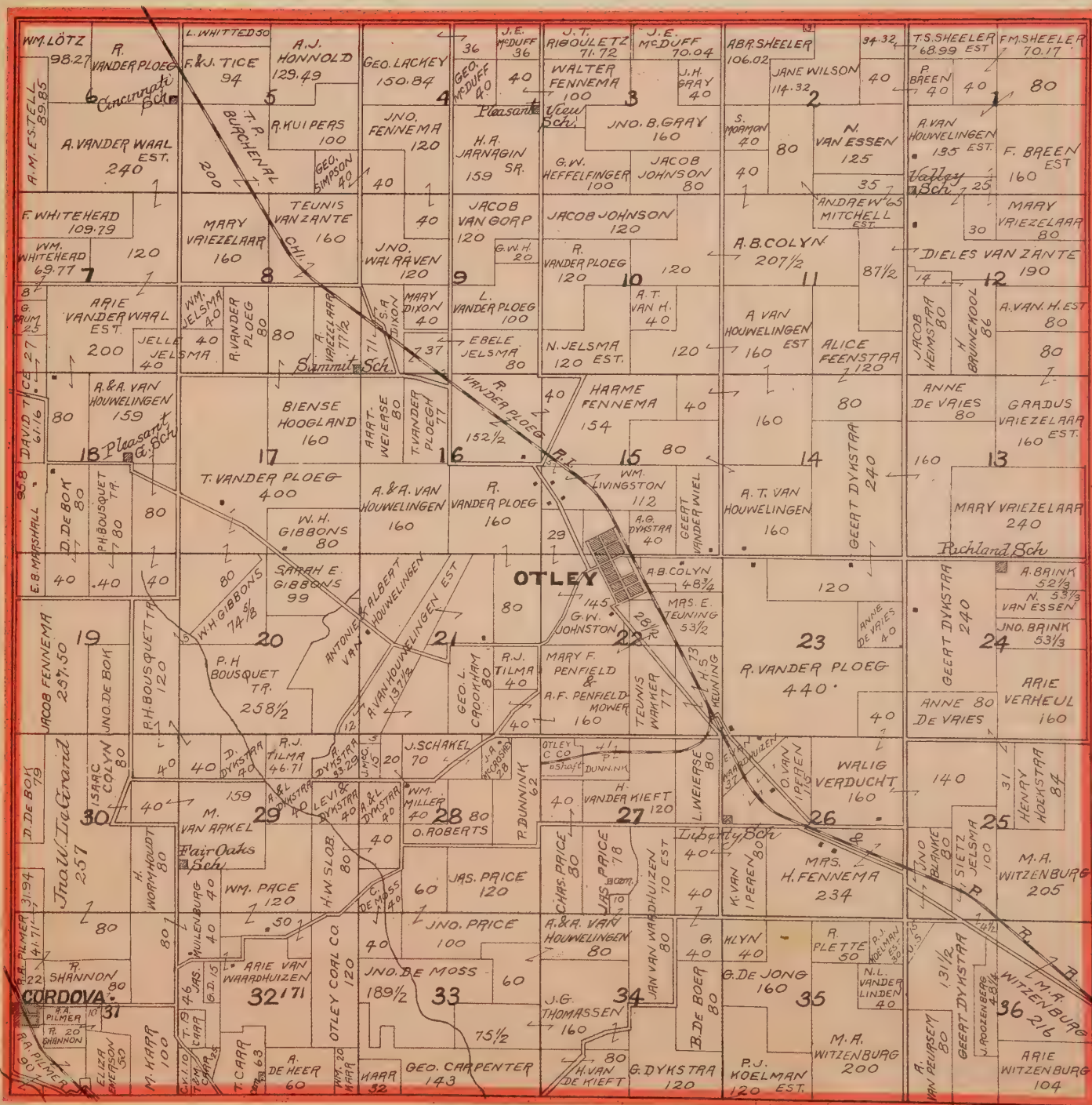
SCALE, 1½ INCHES 1 MILE.

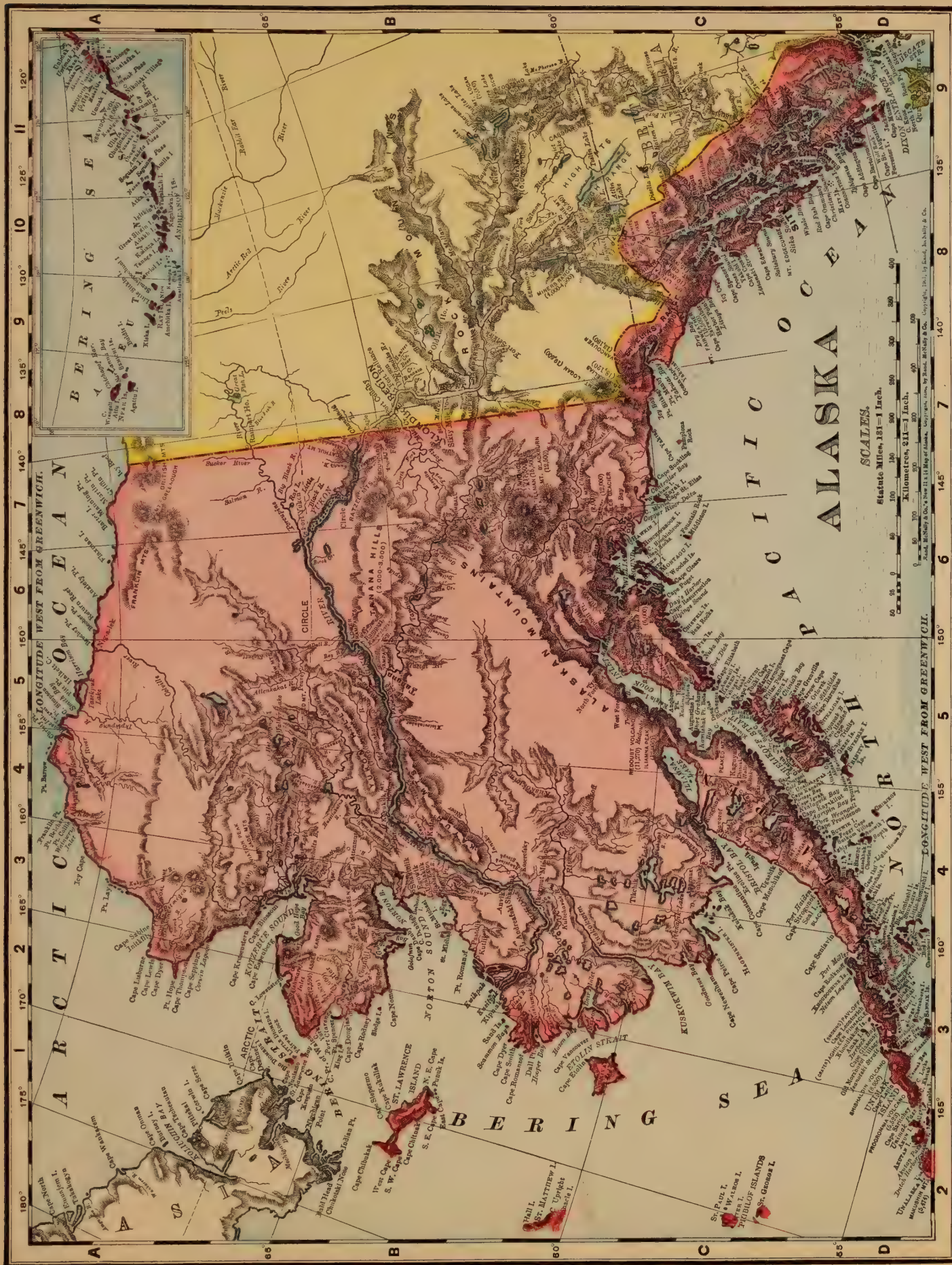


UNITED STATES.



SCALE, 1½ INCHES 1 MILE.





SCALE, 1½ INCHES 1 MILE.



PHILIPPINE ISLANDS

SCALES.

Statute Miles, 110=1 Inch.

Kilometres, 170=1 Inch.

Hand, McNally & Co.'s New 11 x 14 Map of Philippine Islands.

Copyright, 1904, by Rand, McNally & Co.

PACIFIC OCEAN

LUZON

MINDORO

SAMAR I.

PANAY

LEYTE

BOHOL

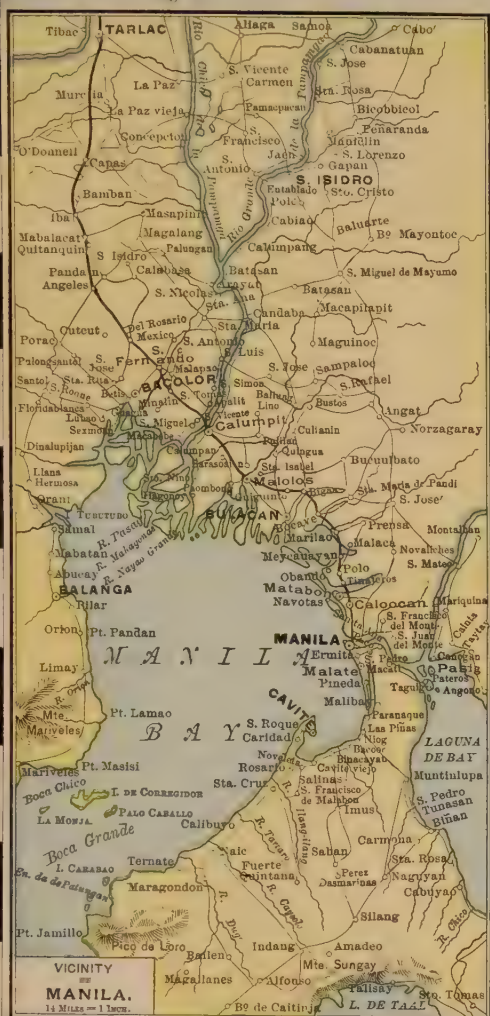
SURIGAO I.

MINDANAO

DAVO BAY

CELEBES

SEA



CHINA

SEA

SULU

MINDORO

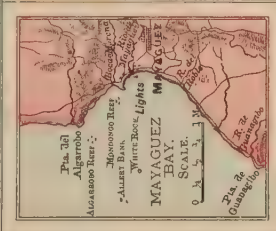
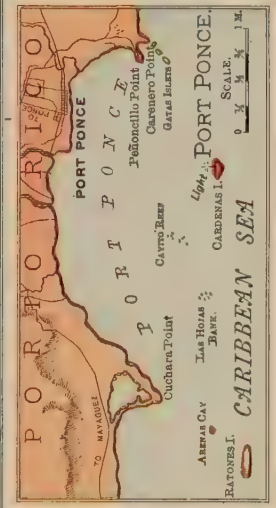
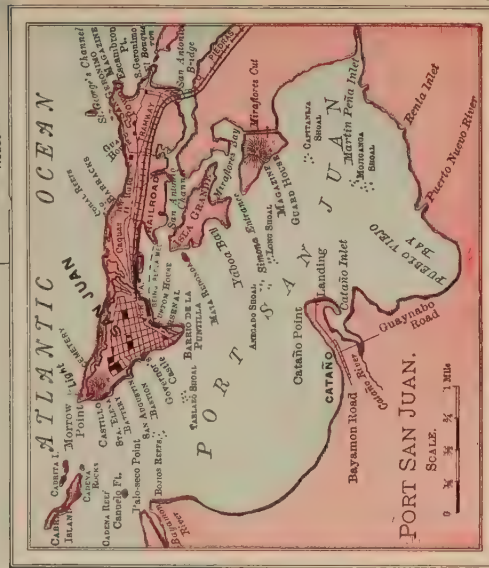
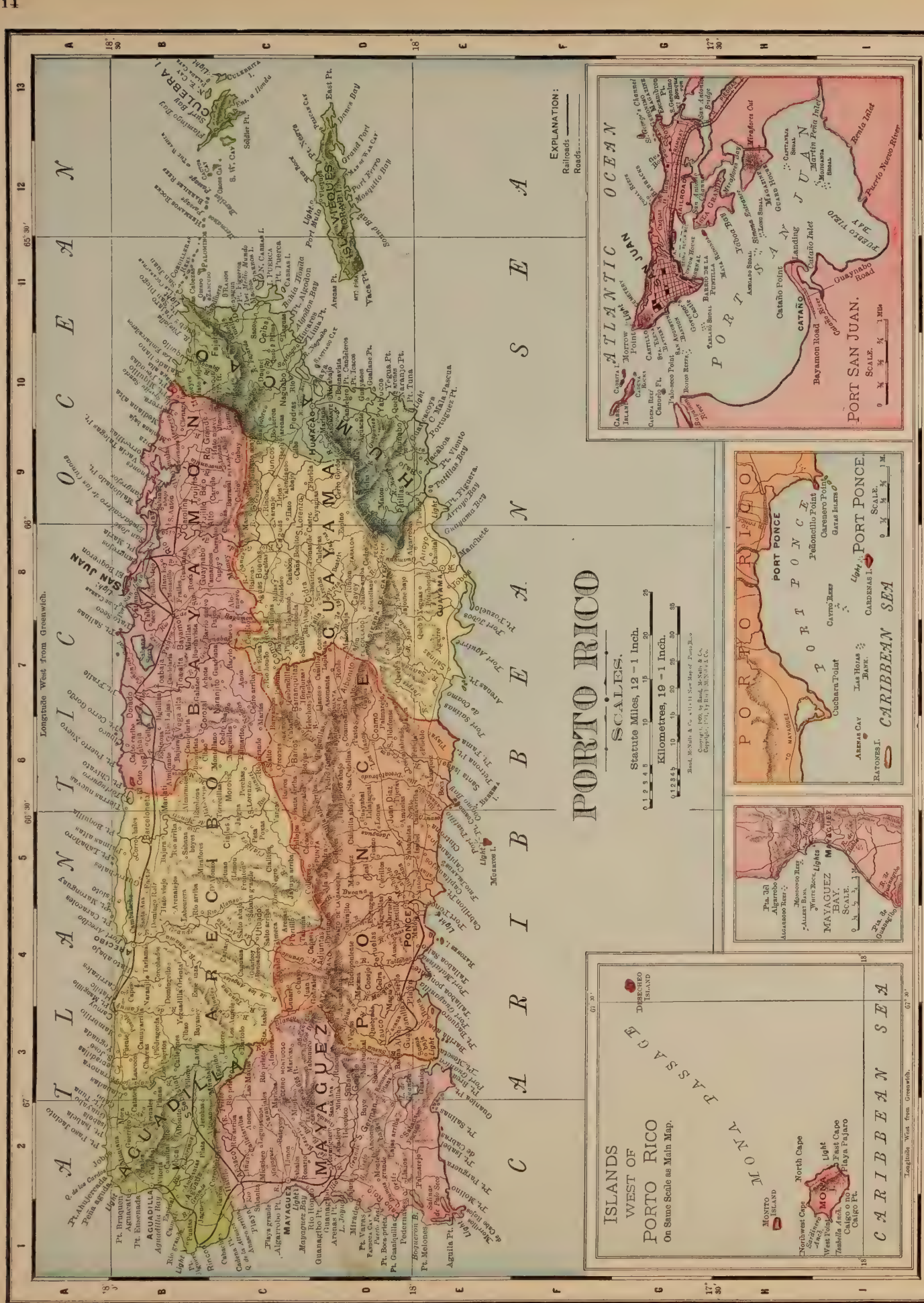
SEA

NORTH BORNEO

(BRITISH)

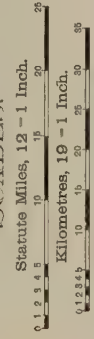






PORTO RICO

SCALES



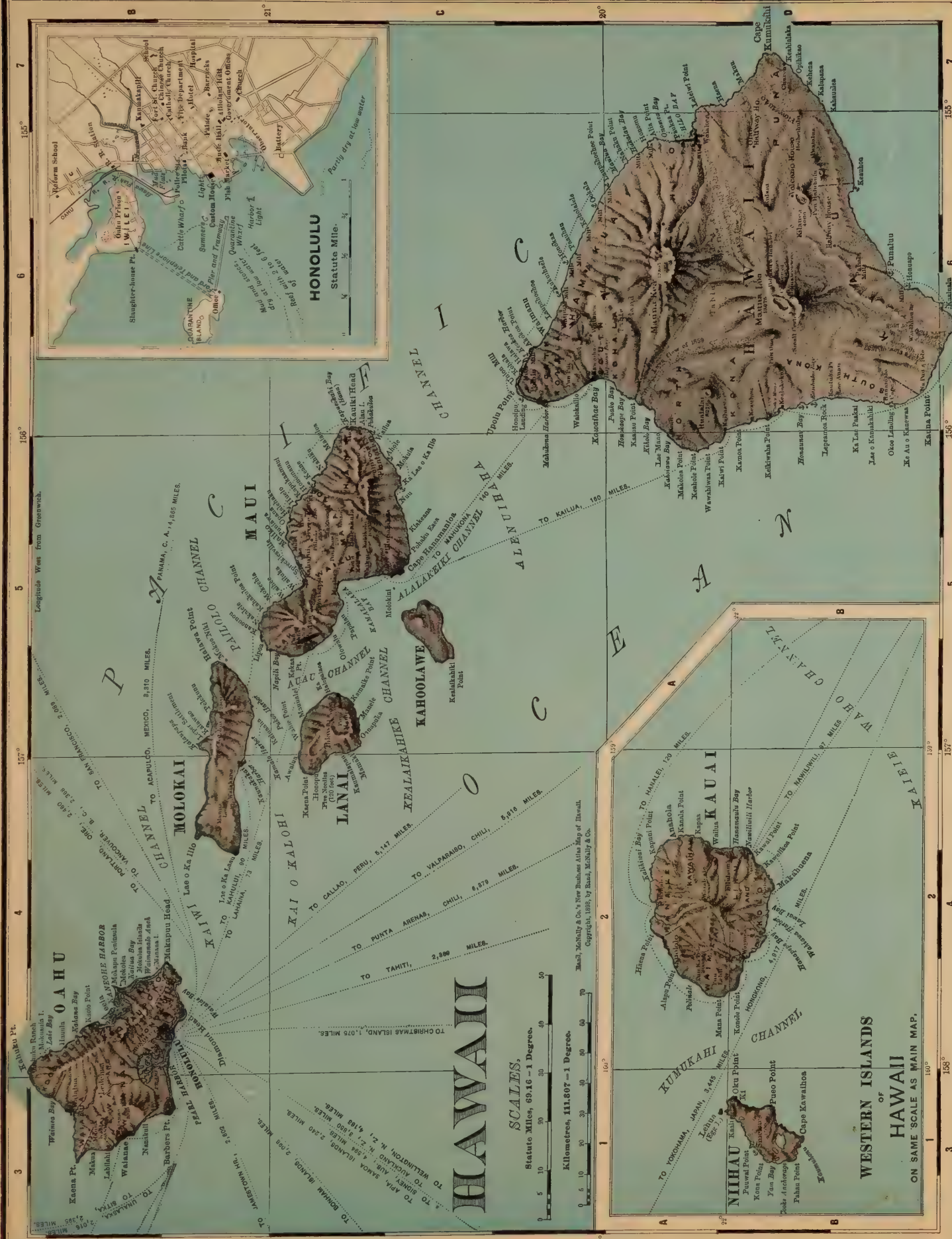
Base, McNair & Co. 1911. See Map of Porto Rico.
Copyright, 1906, by Bank, McNair & Co.
Copyright, 1911, by McNair & Co.

TOWNSHIP 76 NORTH, RANGE 19 WEST, OF THE FIFTH PRINCIPAL MERIDIAN.

POLK AND PART OF KNOXVILLE.

SCALE, 1 1/2 INCHES 1 MILE.





HONOLULU
Statute Mile.

HAWAII

STATES.

Statute Miles, 63.16 - 1 Degree.

Kilometres, 111.807 - 1 Degree.

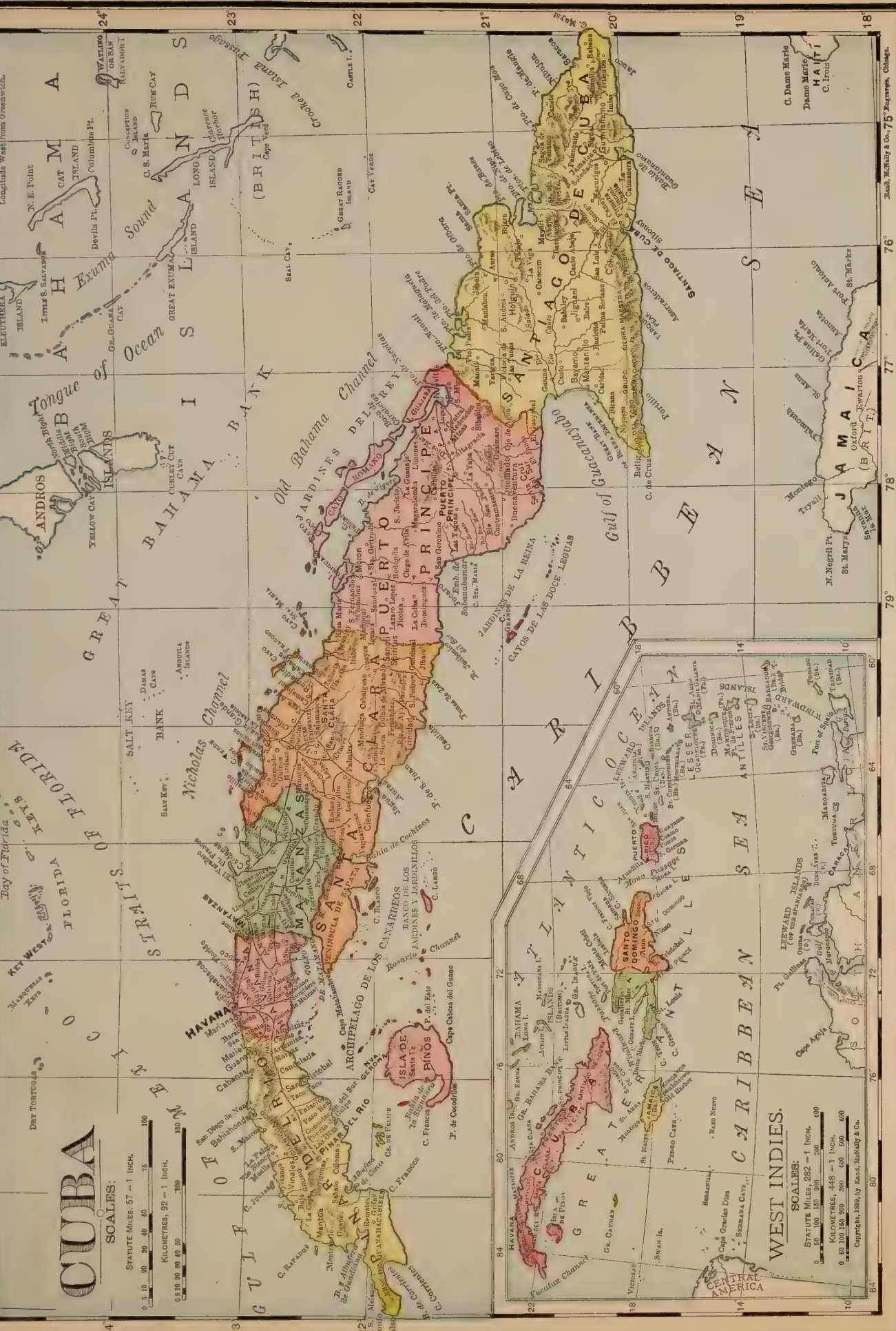
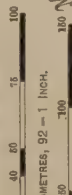
Map, McNally & Co.'s New Reduced Atlas Map of Hawaii.
Copyright, 1893, by East, McNally & Co.

WESTERN ISLANDS
OF
HAWAII
ON SAME SCALE AS MAIN MAP.

CUBA

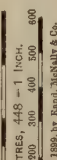
STATUTE MILES: 57 = 1 INCH.

KILOMETRES: 92 = 1 INCH.



STATUTE MILES: 252 = 1 INCH.

KILOMETRES: 448 = 1 INCH.



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TOWNSHIP 75 NORTH, RANGE 18 WEST, OF THE FIFTH PRINCIPAL MERIDIAN.

PARTS OF

CLAY AND LAKE PRAIRIE.

SCALE, 1 1/4 INCHES 1 MILE.

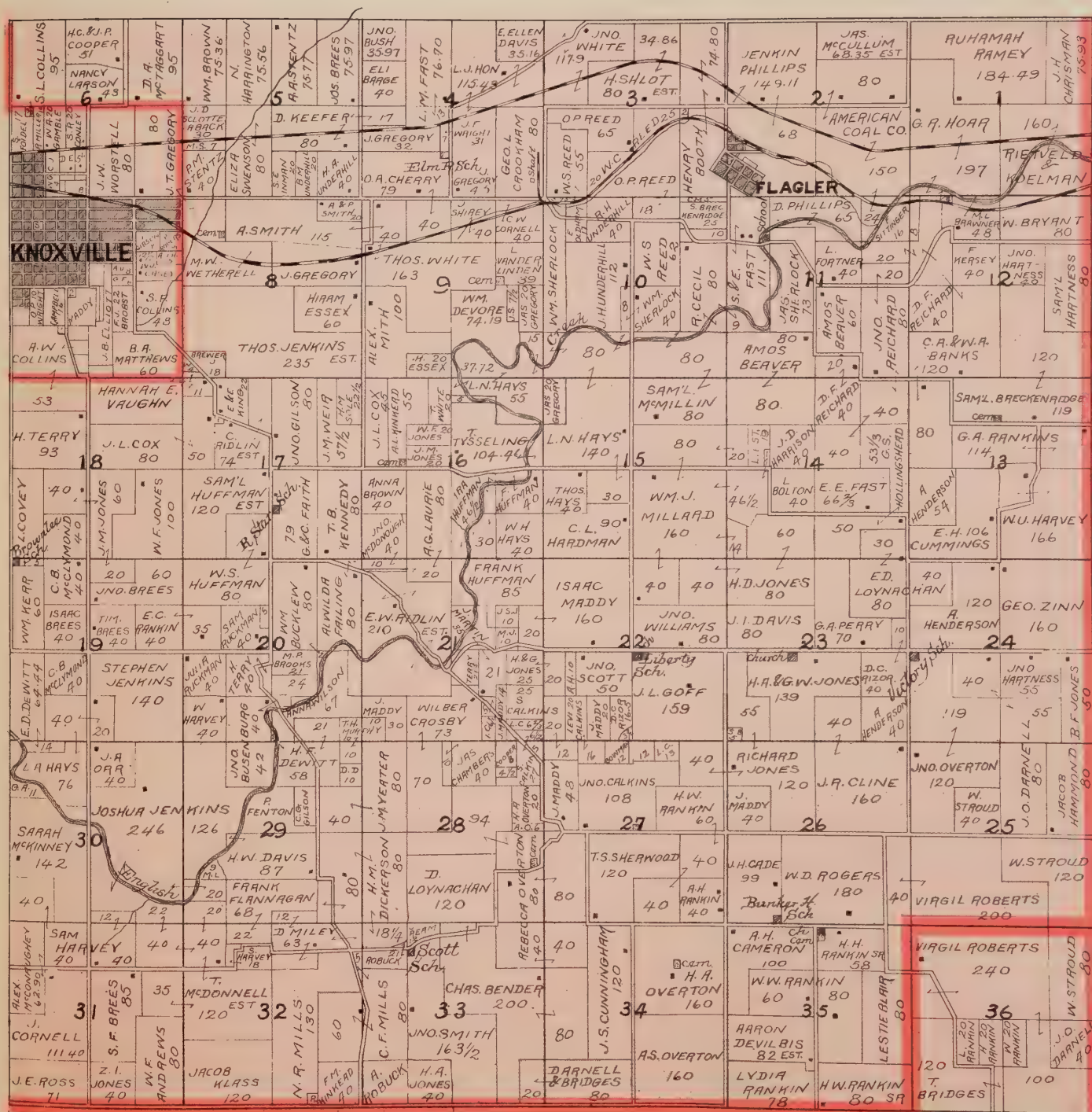


TOWNSHIP 75 NORTH, RANGE 19 WEST, OF THE FIFTH PRINCIPAL MERIDIAN.

PART OF

KNOXVILLE.

SCALE, 1½ INCHES 1 MILE.



TOWNSHIP 75 NORTH, RANGE 20 WEST, OF THE FIFTH PRINCIPAL MERIDIAN.

FRANKLIN.

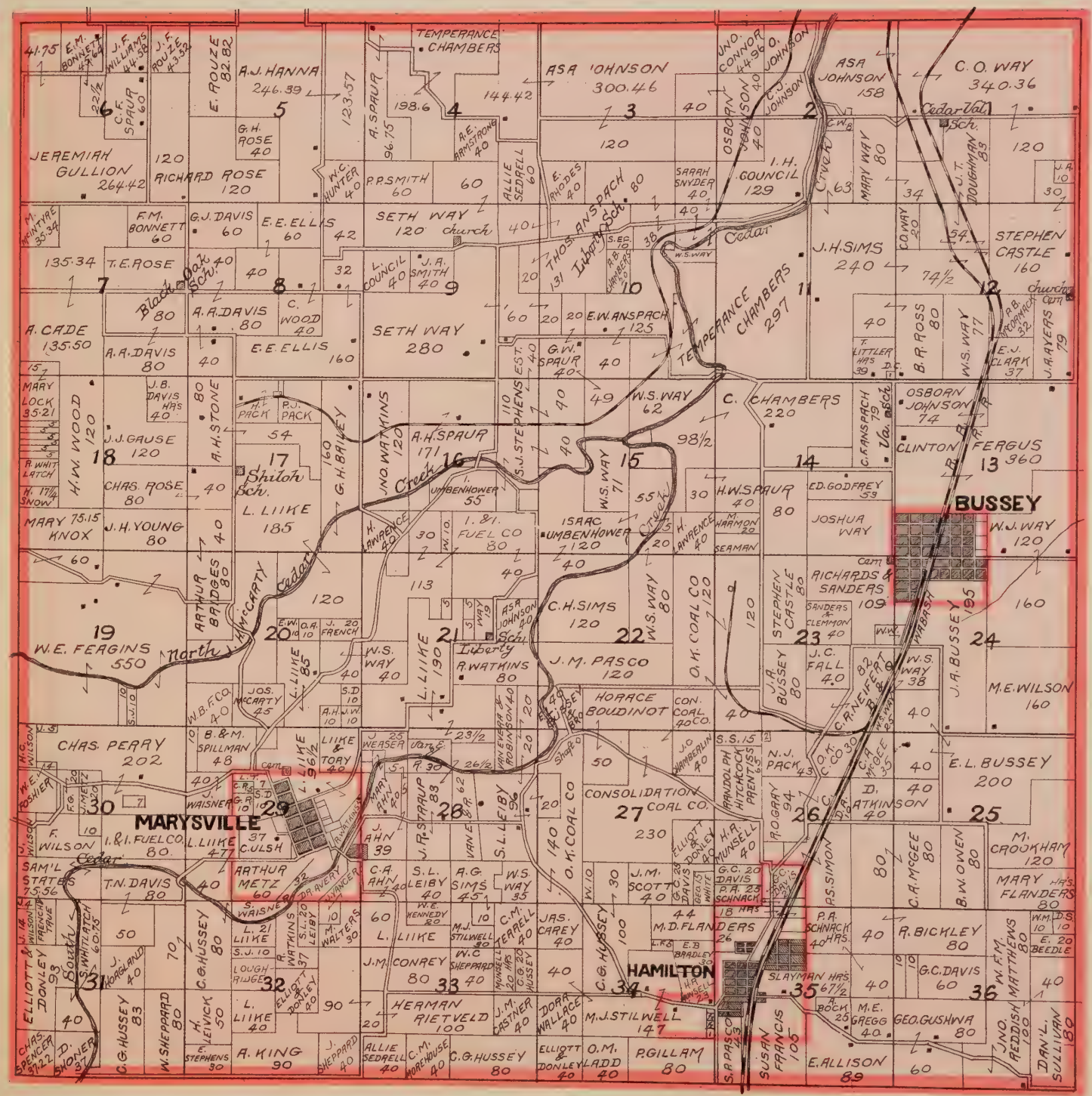
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TOWNSHIP 74 NORTH, RANGE 18 WEST, OF THE FIFTH PRINCIPAL MERIDIAN.

LIBERTY.

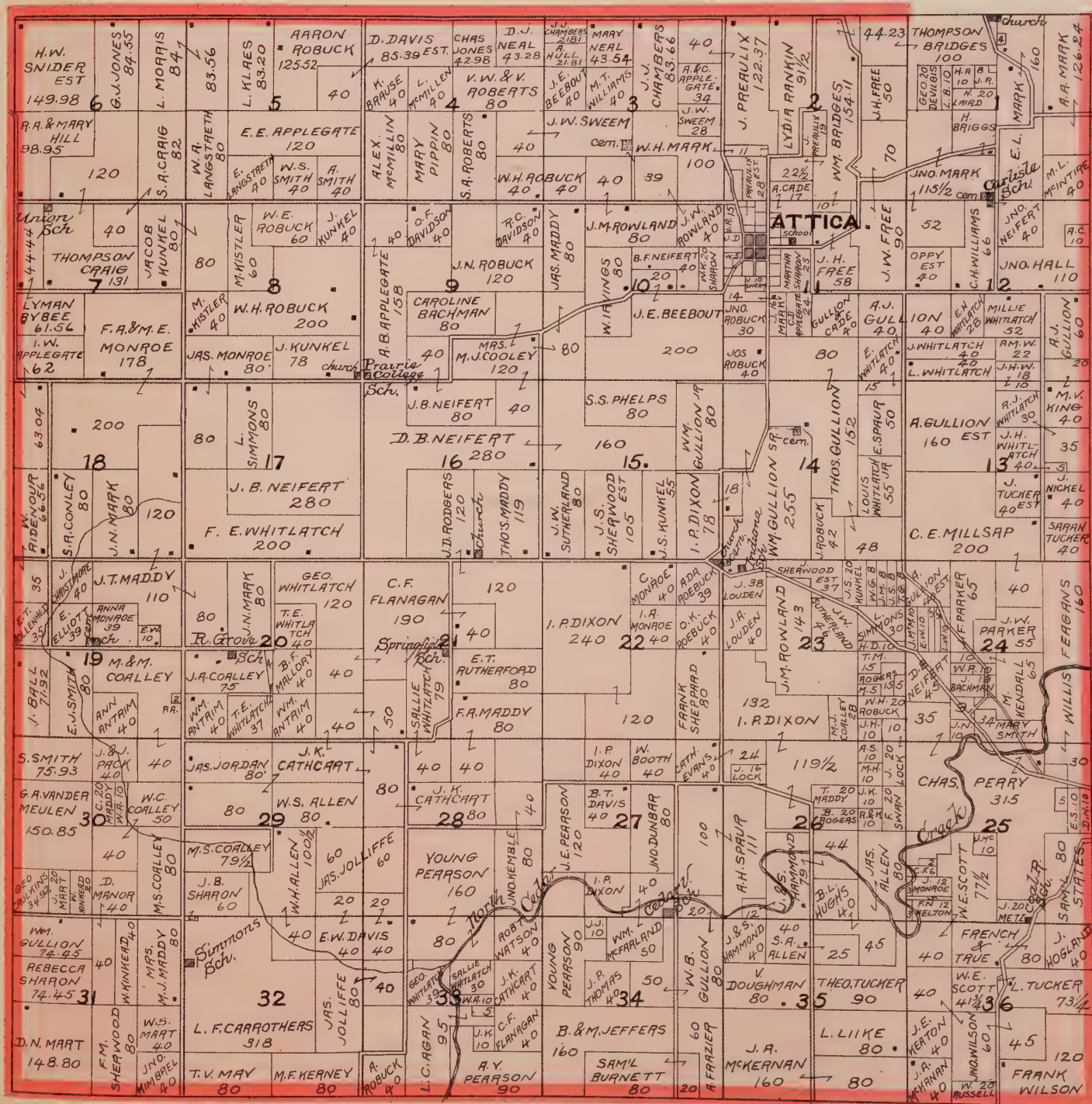
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TOWNSHIP 74 NORTH, RANGE 19 WEST, OF THE FIFTH PRINCIPAL MERIDIAN.

INDIANA.

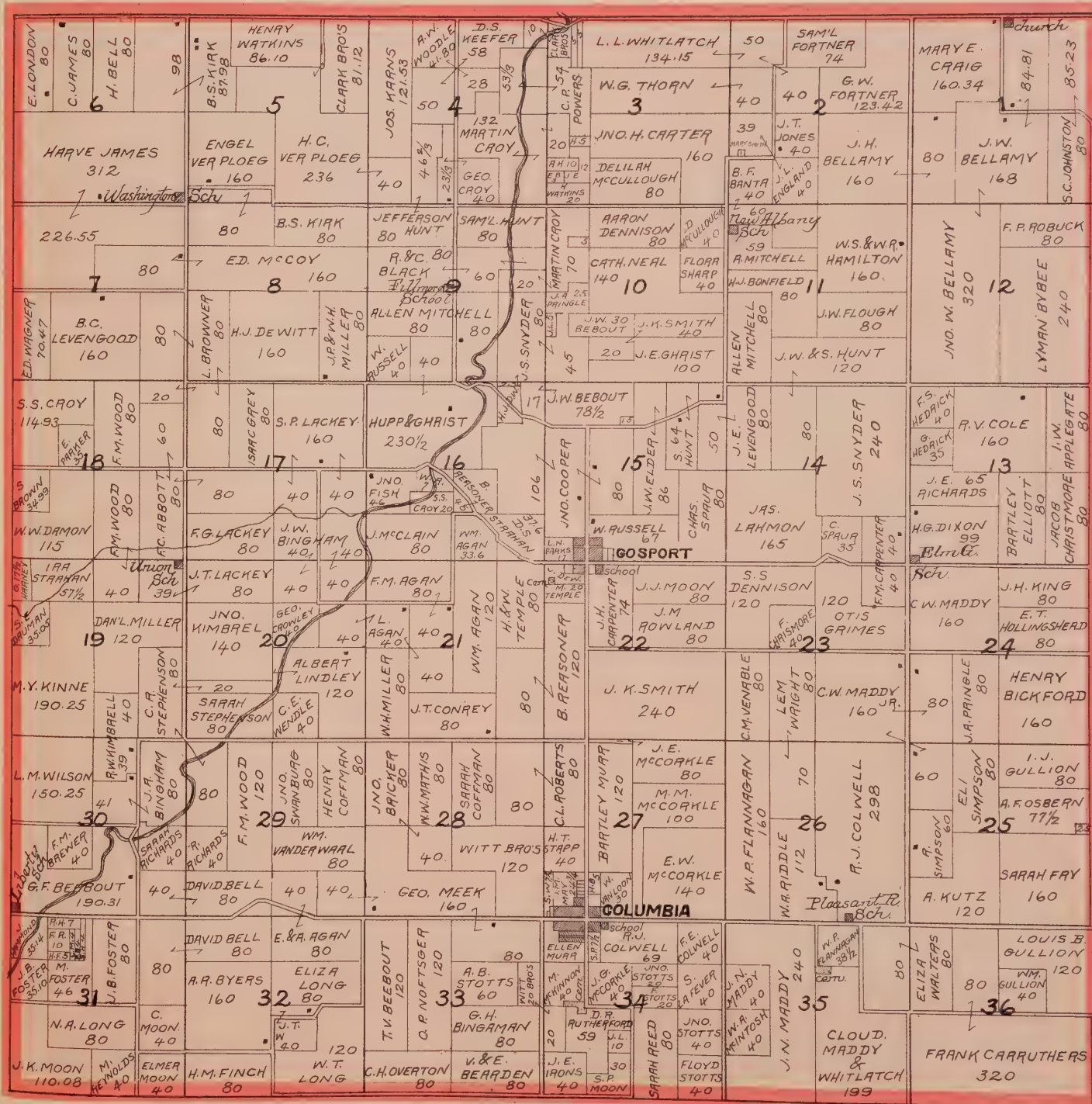
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TOWNSHIP 74 NORTH, RANGE 20 WEST, OF THE FIFTH PRINCIPAL MERIDIAN.

WASHINGTON.

SCALE, 1½ INCHES 1 MILE.



HISTORY OF MARION COUNTY.

Iowa was a part of the original Louisiana Purchase which was obtained from Napoleon Bonaparte under Jefferson's administration in 1803, for the sum of \$15,000,000. The word Iowa is of Indian origin, meaning "This is the place." It has an average length of 300 miles by 200 miles in width, embracing over 35,000,000 acres, as rich as lies under the sun. Prior to 1834 Iowa was a "political orphan." For two years it was a part of the territory of Michigan. In 1836 Wisconsin territory was organized which embraced Iowa; two years later the territory of Iowa was established which also included Minnesota. March 3, 1846, congress voted to admit Iowa into the Union. The United States took the Louisiana territory subject to the claims of the North American Indians. The Iowa tribes were the Sacs and Foxes. By treaty the government paid them \$1,000,000 in 1842 and the Red men retired southwest to the Indian Territory. (The Foxes, after they had been away some time, desired to return to Iowa and bought a tract of 350 acres in Tama county. They number only a few hundred, are industrious, peaceable and thrifty.)

In 1836 the first Iowa Legislative body met in a place called Belmont; there were then 10,531 people. Immediately following the Legislature met in Burlington. That winter the "State House" was burned. They then met in the Methodist church. They met here for three successive winters and selected Iowa City as the site for the State Capital. People of Iowa were first called Hawkeyes in 1839. The Legislature first met in Iowa City in 1841. In 1848 Monroe, Iowa, was established as the Capital, but the seat of government was not moved from Iowa City until 1855. Meanwhile Des Moines has been selected as the Capital.

The new state of Iowa afforded superior advantages to home-seekers, so that in the '50's there came from New England and the Middle States, as well as Europe, many thousands who took claims. It was found that every condition needed in a great agricultural state belonged to Iowa—healthful climate, rich soil, abundant water, perfect drainage, native grasses and ample building materials. Iowa is the heart of the great corn belt. Cultivated grasses and fruits of all kinds flourish, and stock-raising beats Colorado gold mines. All these favorable conditions have gathered together a population of 2,231,853, have builded prosperous cities and towns, and spanned the state with many railroads.

ORGANIZATION OF COUNTIES.

In the settlement of the territory of Iowa the Legislature began by organizing counties along the Mississippi river. As each new county was formed it was made to include, under its legal jurisdiction, all the country bordering west of it and was required to grant the occidental settlers electoral privileges and an equal share in the county government with those who lived within the limits of the county proper.

At the first session of the Legislature, after the Indians had sold out their interests, the newly acquired territory, including all northwestern Iowa, was laid off into counties, and provisions were made for their respective county organizations when the proper time should arrive. The whole of Iowa east and south of Marion county was originally part of Des Moines county. In 1834-5 Louisa county was formed and given jurisdiction over all the unorganized country to the west. In 1838 Washington county was organized, and all the country to the west was placed under its jurisdiction. In 1844 Keokuk and Mahaska counties were organized and to the latter was given the jurisdiction of all the country to the west, including what is now Marion, Jasper, Warren and Polk counties. Marion county was organized in 1845, but the organization of Polk county on the west at about the same time relieved it of jurisdiction over territory outside of its present bounds. From this it will be

51st IOWA VOL. INF.

REGIMENTAL OFFICERS.

COLONEL,	JOHN C. LOPER.	SURGEON, WILLARD S. H. MATTHEWS.
LIEUT. COLONEL,	MARCELLUS MILLER.	CHAPLAIN, H. P. WILLIAMS.
MAJORS,	{ WM. J. DUGGAN. JOHN T. HUME. STERLING T. MOORE	{ QUARTERMASTER, LIEUT. J. D. CADY. REG. ADJT., CAPT. J. T. DAVIDSON.

COMPANY "D" ROSTER.

Captain,	Lewis K. Butterfield.	Quartermaster Sergeant,	F. L. Simpson.
1st. Lieutenant,	Miles R. Hoover.	Sergeants,	{ Lee Johnson. C. C. Jones. F. D. Jackson. F. L. Fisher.
2nd. Lieutenant,	Wm. C. Mentzer.		
1st. Sergeant,	F. P. Woodruff.		

CORPORALS.

Bert Terry,		Wilber Camp,	
C. E. Lucas,		A. D. Worthington,	
T. L. Risewick,		J. C. Stevens,	
Holly M. Wolf,		Paul Bellamy,	
W. H. Barnes,		W. D. Boydston,	
H. B. Craddick,			
Musician,	C. F. Jenks.	Wagoner,	Edward Ward.
Artificer,	S. J. McGinnis.	Cook,	W. P. Bird.

PRIVATES.

A A Anthony	David A Harner	Wm. H. Simpson,
Fred Aldrich	Nathan Hodges,	L E Russell
James E Alfred	Gibson Herbert	N C Russell
Ransom Ayres,	Dot Jackson	Jos E Reynolds
Robt Blaine	Chas Kendall	Ora J Roberts
Owen E Barber	Fred E Lennon	Theo. P. Saltgaver,
Fred M Booth	Martin Linn	Walter Sanders
Robt Barnes	James McGowan	Jno A Sharrit
Burt Barnes	Stephen D. McGinnis	Lewis Shade
Norman J Bates	Fred Mills	Burt L Swain
Frank Burnett	C W Morgan	Earle P Shoemaker
Thos J Crook	John C Myers	Robert G Slocum
George E Duncan	Nathan McCorkle,	Michael Sullivan
Ira E Dowd	Carlos B Marshall	Ami Severns
L. A. Dowd,	E F Narver	Hans Terry
Hugh Dennery	Jos Ohman	Chas M Ulch
John W Davis	C A Overton	Clyde Updegraff
Lewis R. Elliott,	Thomas J Parkison	Harvey Wier
Fred D Everett	Albert E Ream	L S Woodruff
Wm C Hall	N A Rockefeller	J T Wilson
		Orville J Welt

The foregoing is a personnel of the company when it left for the Philippines.

seen that when Marion county was first settled, in 1843, it was attached to Washington county, and in case of litigation the settlers were compelled to resort to the courts of Washington county, some sixty miles to the east. It will also be seen that in 1844 Marion county became a part of Mahaska county, and all county seat business had to be transacted in Oskaloosa, which is twenty-five miles from Knoxville.

It was to the advantage of these older counties to retain control of this additional territory to the west, as considerable revenue was derived therefrom, and the expense incurred was very small. Thus the authorities of Mahaska county wished to retain jurisdiction over Marion county as long as possible. This condition of dependence, however, was not satisfactory to the people of Marion county, as they had little hope of opening up roads, building schools and bridges or realizing other internal improvements while they were dependent upon the commissioners of Mahaska county. Thus it was that while the officers of Mahaska county were busying themselves about the tax-levying and organization of election precincts for the people of Marion, the latter were quietly planning to sever connections with their neighbors on the east and organize a county of their own.

The first organized effort for securing a separate county organization occurred in the spring of 1845 and was held at the house of Nathan Bass in Section 19, Township 76, Range 18. There were some fifteen or twenty persons present. Simon Druillard was appointed chairman, and John W. Alley, secretary. Arrangements were made for circulating a petition to be sent to the legislature, then in session, praying for the passage of a special act, authorizing the organization of the new county. This petition was industriously circulated, extensively signed by the settlers and eventually resulted in the passage of a bill authorizing the organization of the county of Marion along lines laid down by the legislature.

In accordance with the provisions of this bill, William Edmondson, sheriff of Mahaska county, proceeded to organize the new county. Five voting precincts were established and named as follows: Knoxville, English, Cedar, Red Rock and Lake Prairie. In this election there were but 187 votes cast in the entire county, but it made up in spirit what it lacked in volume, and resulted in the following as the first set of officers in Marion county: Board of Commissioners, Conrad Walters, Wm. Welsh and David Durham; Commissioners' Clerk, Stanford Doud; Probate Judge, Francis A. Baker; Sheriff, James M. Walters; Treasurer, David T. Durham; Recorder, Reuben Lowrey; Surveyor, Isaac B. Powers; Assessor, Green T. Clark; Coroner, Wellington Nossaman. These officers, with one exception, held office until 1846. Stanford Doud, who was elected as Commissioners' Clerk, did not qualify, and Lysander W. Badditt was appointed in his stead.

LOCATION OF COUNTY SEAT.

After the starting of the county machinery, the next important step was the location of the county seat. The method of doing this was outlined by the legislature of the state, in the bill granting the organization of the county. According to its provisions Ezra M. Jones of Van Buren county, Joseph Robinson of Scott county and James Montgomery of Wapello county were named as a committee on county seat location, the idea being that a non-resident committee would not be subject to local influences, and would consider the best interests of the county at large. Two of these gentlemen, Mr. Robinson and Mr. Montgomery, met in August, 1845, viewed the different locations suggested for a county seat, and selected as the same, the northwest $\frac{1}{4}$ of Section 7, Township 75, Range 19, which is now the business center of the city of Knoxville. The first meeting of the Board of County Commissioners was held at the newly-selected town site September 12, 1845. The meeting house was on block 33, was about 16 feet square, built of lind poles, covered with clapboards and had one window, without sash or glass—a building in striking contrast with the beautiful, commodious court house which now adorns the Knoxville square. The chief business of this first meeting pertained to the survey and platting of the newly-selected county seat, and to the prospective selling of lots in the same. A more extended history of the location and development of the county seat will follow under the history of Knoxville.

BOARD OF COMMISSIONERS.

Limited space will not permit the mention of the numerous interesting events which agitated the early settlers and broke the monotony of their pioneer life. A history of the Boards of Control of the county, however, will be interesting to those who have followed the destinies of the county in the past, as well as those who expect to follow them in the future. When the county was organized the legislature provided for the election of three

men who were to act as county commissioners and look after the county interests. This system was in operation from 1845 to 1851, when the Board of Commissioners was abolished, and county affairs were placed in the care of one man, the County Judge, who was also judge of probate.

COUNTY JUDGE SYSTEM.

The offices of treasurer and recorder were united, and instead of one assessor for the whole county, an assessor for each township was provided. This system of county government, known as the County Judge system, was in existence from August, 1851, to January, 1861. The first judge was Joseph Brobst, who served until 1855, when he was succeeded by F. M. Frush, who served until the discontinuance of the system in 1861. During these ten years the County Judge had exclusive and almost absolute control of county affairs. There was nothing to prevent him from being a veritable despot, and he was amenable to no one except to the people on election day, when he submitted his name to the voters for re-election. Notwithstanding the great power vested in them and the temptations for mercenary action, the judges in this county were true to their trust, very popular and held office longer than other servants of the county. With but few exceptions this was true of the other counties of the state. During the County Judge system in 1855 the continued sub-division of the county into civil townships culminated in the arrangement of the fifteen townships, practically as they are at present. An outline map of the same will be found on page 2 of this book.

TOWNSHIP SYSTEM.

In 1860 the county judgeship was shorn of much of its dignity and power, and a Board of Supervisors, composed of one member of each civil township, was given control of county affairs. This board, which was known as the "Township System of Control," existed ten years and carried the county through all the trying times of the Civil War. It was too cumbersome a body, however, for effective work, especially in matters of detail and division of responsibilities. It was legislated out of existence in 1870 and was succeeded by the present efficient system of three supervisors which resembles very much the first Board of Control of the county. The first Board of Supervisors under this system, consisted of S. Y. Gose for one year, S. L. Collins for two years and Wm. Blain for three years, the idea being that members serve three years, a new one being elected each year. The present board consists of John D. Bates, T. R. Brown and R. A. Pilmer.

TRANSPORTATION DEVELOPMENT.

Owing to the distance of Iowa from the seaboard, and the general undeveloped condition of railway transportation in early days, the prospects for the development of a great agricultural commonwealth were very poor. In 1837 Chicago was but a village with no railroads, and it was not until twenty years later that the first railway line reached Iowa. The water ways were at that early date the principal means of transportation in the west. The Mississippi river was the great artery of trade with New Orleans as its outlet. On this account the people of central Iowa naturally turned toward the Des Moines river as their future carrying agent. A corporation called the Des Moines River Improvement Company was given large land grants by the United States and had for its ostensible object the improvement of the Des Moines river with locks and dams, so that it would be at all times of the year a safe outlet for the products of the state. This company and its work were a deplorable failure. It is true that steamboats of light draft plied the Des Moines River for many years, but only at seasons when the depth of water would permit.

The transportation problem was to be solved in another way. Relief came from the east, not from the south. Railroads soon reached Chicago from the east and that city began to rise out of its marshy surroundings on Lake Michigan and give promise of the commercial center it now is. It was not on the bosom of the Des Moines and Mississippi rivers via. New Orleans, but on the back of the iron horse via. Chicago, that the wealth of Iowa was to find its way to the consumers of the world. As early as 1853, before the westward building railroads had touched this state the people of the various counties began agitating the question of building railroads through their respective territories. The first meeting of this kind in Marion county was held in 1853. It was proposed to build a railroad called the Ft. Wayne & Platte River Air Line Railroad through the entire tier of counties from Musca-

tine to Council Bluffs. Excitement ran high. Stock was subscribed for individually, and an election was held in this county to decide whether or not the county should purchase \$100,000 worth of stock in addition to that subscribed by individuals. The proposition was lost, and this railroad was build on paper only.

The next railway enterprise to stir the people was the Muscatine, Oskaloosa and Council Bluffs Railroad which was practically but a resurrection of the first mentioned road. This was but a purely local scheme. In it were enlisted the most prominent men of the county seats through which the road was to be built. Representatives from the different counties attended a monster meeting at Oskaloosa. It was proposed, without the aid of any corporation, to build a railroad through the entire state from Muscatine to Council Bluffs. The organization was very carefully planned. An array of officers and directors was selected large enough to build a road many times the length of the one proposed. The convention then adjourned and the delegates went home to gladden the hearts of their constituents with assurances that they would soon have opportunity to travel by rail. But the people had disappointment only for their reward. It went the way of its predecessor. Lack of money and credit rendered it impossible to commence active work, and the early completion of other trunk lines near the one proposed rendered the enterprise less necessary and consequently less feasible.

The first railroad completed in the county was the Keokuk & Des Moines Valley Railroad, now a part of the Rock Island system. It extends from Keokuk to Des Moines; was completed as far as Eddyville in 1861 and extended on to Des Moines in 1866. By means of this road the northeast corner of the county gained an easy outlet for its products. The central and southern part of the county had no railroad until 1875, when the Albia, Knoxville & Des Moines was completed from Albia to Knoxville, under the management of the C., B. & Q. system. The Rock Island considered this an invasion of its territory and the next year finished an extension of its line from Sigourney to Knoxville via Oskaloosa. Knoxville has ever since been the western terminus of this branch.

The last railroad built in the county was the St. Louis and Des Moines (now leased to the Wabash) running between the cities indicated by its name. It was completed in 1882 but for many years the part from Harvey south was abandoned and allowed to fall to decay, while the line from Harvey to Des Moines was leased and used by the Wabash system. Of recent years, however, the abandoned part has been rebuilt and in addition to usual railroad business is now hauling great quantities of coal from the rapidly developing coal fields in the southeast corner of the county.

By means of the present efficient railroad system it is possible for the traveler to leave Marion county at supper time and arrive in Chicago for early breakfast. But of much greater importance commercially, the shipper can now send a train load of produce or stock through to Chicago in twelve hours, whereas the early settlers frequently had to spend several weeks in taking a single wagon-load to market.

THE CITY OF KNOXVILLE.

Knoxville owes its existence to the orders of the state legislature. It was located on unsurveyed ground by Messrs. Robinson and Montgomery, two members of the committee appointed by the legislature to locate a county seat. The northwest $\frac{1}{4}$ of Section 7, Township 75, Range 19, was the spot selected as calculated from surveys of neighboring townships, this point being one mile south of the geographical center of the county. The town site was selected in August 1845 and the County Commissioners held their first meeting there in September of the same year. The first survey of the city itself was made in January 1847, and consisted of twenty-three blocks, arranged spirally around the square. Two other extension surveys were made before the whole quarter-section was platted; one in December 1849 and the other in September 1852. All this work was done under county supervision. The locating committee named the city Knoxville in honor of Gen. Knox of Revolutionary fame. This name was quite acceptable to a majority of the people, but at the next session of the legislature, Mr. Babbitt, who did not like the name, succeeded in having it changed to Osceola. This act aroused much indignation in the county, and later a bill was passed repealing the name Osceola; but owing to an oversight the name Knoxville was not restored, thus leaving the county seat of Marion county with no name at all. However, another bill was shortly passed restoring the name of Knoxville. The city's growth was very slow until 1854. At that time there were about 350 inhabitants. From 1856 to 1860 there was a decided increase

in both inhabitants and improvements. The years between 1860 and 1875 marked another era of slow development, but in 1875-6 the city began to grow and improve rapidly consequent to the completion of the Burlington and the Rock Island railways. The population in 1875 was 1700 and in 1880 it was 2577. Since that time the population has not increased so rapidly, but the city has realized many brick business blocks, commodious residences and other substantial evidences of increasing wealth. The population at present is 3131.

COURT HOUSES.

The first meeting place of the County Commissioners has been previously described. In that same cabin was held also the first meeting of the "Honorable District Court of the Second Iowa Judicial District." Measures were soon taken, however, for the erection of a more commodious courthouse. The commissioners authorized the erection of a new building 24x30 feet, two stories high. This was before the time of saw mills in the county, so the frame was hewn from logs and the lumber hauled from a great distance. The structure was completed in 1848 and cost \$600. This small building served until 1858, when a new brick building 48x73 feet, two stories high and costing \$20,000 was erected. The remarkable point about this second courthouse is that it was erected by order of County Judge Frush, on recommendation of the grand jury, without the formalities of voting, bonding and community fighting which are so characteristic of our latter day methods of building courthouses. This courthouse served the public until 1896, when the present beautiful stone structure was completed, at a cost (including furniture and fixtures) of \$90,000.

PELLA AND THE HOLLANDERS.

The establishment and history of Pella is coincident with that of the Holland settlement which occupies the northeast part of the county, and plays such a conspicuous part in county affairs. This community was founded in '48 by a body of about 700 Netherlanders who moved as one company into their new home. The leader of this band was Rev. Henry P. Scholte, a short sketch of whom will not be out of place.

This gentleman was a minister of the gospel in the National Reform Church until a division in that body in 1845. The continued persecutions of the seceders, among whom was Mr. Scholte, and the depressed condition of the laboring classes of his native country, inspired that gentleman to look about for relief. He soon saw that the crowded condition of the Netherlands and the political situation there rendered it impossible to effect a betterment on their native soil. The only alternative was to migrate to some new country. After much study and investigation the land between the Des Moines and Skunk rivers in the northeast corner of Marion county was selected as the site for the settlement. Four vessels brought the first settlers to Baltimore in April 1847. From there they went by canal and railway to Pittsburg, thence down the Ohio river to St. Louis, and eventually landed at their new home in 1848.

An account of the early life of this colony cannot be given here, but the study of this and many other similar settlements in the United States proves that "the Dutch have come to stay." Native thrift and familiarity with work, coupled with the rich soil of Marion county, have so increased the wealth and size of the settlement that Holland names now cover a scope of territory twenty miles square, comprising the northeast corner of Marion, the northwest corner of Mahaska and the southeast corner of Jasper counties.

The distributing point of this Dutch settlement is Pella, a name derived from a Hebrew word meaning "A City of Refuge." The city was laid off and platted by Henry P. Scholte in 1848 as the social and commercial center of the new colony. It was in fact the nucleus around which the Holland settlement grew. A drive over Pella's broad avenues, past its large blocks and numerous gardens suggests the reaction which naturally took place in Mr. Scholte's mind, on leaving the crowded, oppressed Netherlands and viewing the free, boundless prairies of Iowa. A glance at the nomenclature of Pella streets given by Mr. Scholte in which such names as Reformation, Gratitude, Perseverance, Patience, Confidence, etc., occur, suggests the trials through which that gentleman had passed and the faith he had in the success of his newly-founded colony. Pella had the first railroad in the county and it grew rapidly in consequence of the trade drawn there. The building of other lines and consequent growth of other towns in the county reduced this trade, but the city continues to have a substantial growth in response to the continued improvements of the country surrounding it. The population according to the 1900 census is 2623.

OTHER VILLAGES IN THE COUNTY.

The third city of importance in the county is Pleasantville, situated in Pleasant Grove township on the Chicago, Burlington & Quincy railroad. The plat of this village was recorded in August 1849, making it one of the oldest villages in the county. It has had a steady and substantial growth and is a trading center for a large scope of country to the west and south. The population at present is 738.

The village of Bussey is located in Liberty township and is a trading center for an extensive range of territory in southeast Marion and Southwest Mahaska counties. It was platted in 1875, on completion of the Albia, Knoxville and Des Moines railroad, now the C. B. & Q. The favorable location of the village and the development of the coal fields in its vicinity are responsible for its growth thus far, and indicate that it will continue to progress in the future. The St. Louis and Des Moines railway also runs through the town. The population according to the 1900 census is 550.

Two other villages in the southeast part of the county are Hamilton and Marysville. Hamilton was platted in 1849. The C. B. & Q. and the St. Louis & Des Moines railways pass through it. Of late years it has experienced considerable growth, owing to the development of the coal mines surrounding it. The population is 537. Marysville was platted in 1857 and is situated on the banks of Cedar Creek in the southwest part of Liberty township. Before the building of the railroads through Hamilton, Marysville was a very important trading point and still continues to be a social and trading center of considerable importance, although $2\frac{1}{2}$ miles from the railroad. The population is 322.

The village of Swan is located in the northwest corner of the county, in Swan township, near the Des Moines river and on the Burlington railroad. It is the center of a coal mining region as well as a good agricultural community. It was platted in 1879 and has a population of 406.

One of the promising locations in the eastern part of the county is Harvey, which is at present being developed as a manufacturing site. It has three railroads (Burlington, Rock Island and Wabash), which assure it transportation facilities of which but few of the smaller manufacturing cities can boast. It is located near the Des Moines river and English creek, which supply plenty of water, and is in the heart of the coal producing area of Iowa. These natural advantages, coupled with the energy of those engineering the plan, ought to make a first class manufacturing city.

The following are the names of the other villages in the county, their location and date of platting: Dallas, Dallas tp; Mar. 1873; Columbia, Washington township, Mar. 1857; Gosport, Washington township, July 1853; Attica (formerly Barkersville), Indiana township, May 1849; Tracy, Clay township, Nov. 1875; Durham (formerly English), Clay township, Jan. 1876; Flagler, Knoxville township, May 1877; Otley, Summit township, Nov. 1867; Red Rock, Red Rock township, April 1847; Dunreath, Red Rock township, Feb. 1882; Cordova, Summit township, May 1888; Newburn, Dallas township, Sept. 1821; Percy, Perry township, July 1882.

A glance at the outline map of the county on page 2 of this book will show the location of all villages of the county and their situation relative to townships, railroads, rivers, etc.

POPULATION.

Following is the population of the county by civil townships according to the 1900 census. These figures include the population of unincorporated villages within each civil township: Clay, 1264; Dallas, 1140; Franklin, 789; Indiana, 995; Knoxville (excluding Knoxville) 2557; Lake Prairie (excluding Pella), 1838; Liberty (excluding Bussey, Hamilton and Marysville), 1021; Perry, 553; Pleasant Grove (excluding Pleasantville), 856; Polk, 666; Red Rock, 824; Summit, 1218; Swan, 534; Union, 553; Washington, 1043. Population of the entire county is 24,159.

CHURCHES.

The first settlement of the county and the organization of churches were almost contemporaneous. The plow had scarcely begun to turn the sod when the pioneer preachers began their labors in the new field. In the rude cabins and huts of the pioneers they proclaimed the same gospel that is preached in the gorgeous palaces, which ornament our great cities? The first religious services in Marion county were held

at the cabin of Francis A. Barker, and were due to the devotion of that gentleman's wife, Mrs. Ruth Barker. It was an old time Methodist prayer meeting, as most of the dozen people present were of that persuasion. Old records show that in 1845 a Methodist minister named Russel preached over a circuit including all of Polk, Warren, Madison, and a part of Marion, Jasper, Boone and Dallas counties. This minister was the first regular ordained minister to preach in Marion county. That his flock was not troubled by frequency of visits is evident from the fact that he was fortunate indeed to make the rounds of his circuit once a quarter.

In 1850 all Iowa composed one annual conference. Marion and all surrounding counties were part of the Iowa City district. Knoxville by this time had become able to sustain a church and was a station where a minister was located who devoted his whole time to one congregation. It was not long after the Methodists came that other denominations were represented by active ministers who laid the foundations of the many prosperous churches in the county. First came the Methodists, then the Baptists and Christians, then the Presbyterians. The first church buildings were naturally in town. Such itinerant ministers as came into the country held services in the school houses or in private residences. At the present time, however, there are several neat churches in each township outside the towns; and it is a rare occurrence indeed, to have a Sunday pass without preaching in one or more of them.

SCHOOLS.

The crowning glory of American civilization, the bulwark of our republican government, is the public school system. The man with education recognizes its broadening and elevating influence. The man without education is ever conscious of his deficiency, and both work for the upbuilding of that which will help their children to an equal chance in industrial life and the enjoyments of that which nature has set before them. The man advocating political, social or religious changes of a radical nature is accorded our respect, no matter how much his opinion may differ from our own; but the man who would advocate the abolition of free public schools would be hooted into silence, or strenuously dealt with by the people.

The first schools, like the first churches, came with the people themselves. They were, of course, crude affairs but destined to develop into an efficient system. The children gathered either in private residences or log houses characteristic of the times. The teacher was in harmony with his surroundings. When not teaching he was probably splitting rails, plowing, or tending stock. Teaching at this time was not a business within itself, but incidental only to the other arduous duties of the pioneer. The system of supervision was very poor. It is true teachers were responsible to certain authorities, but qualifications of teachers, uniformity of text books and theory and practice were matters of which the authorities knew little and about which they had little concern. There was no county superintendent until 1858. The law providing for this head of county schools also threw a protection around the school fund and shut out of the business of teaching much incompetence and ignorance.

There are at present 152 schools in the county outside of the cities and about 200 teaching places, including the rooms in the city schools. Pella has three buildings and thirteen teachers. Knoxville has three buildings and sixteen teachers. Pleasantville has one building and five teachers. Bussey, Marysville, Hamilton and Swan each have one building and three teachers. Most of the unincorporated villages in the county have a school and the other school buildings are so situated in the county that there is one school to about every four square miles. In addition to these public schools is Central University, located at Pella. This college is an institution for higher education. It has a commodious campus and is well equipped for teaching the collegiate branches. Another educational institution is the summer Normal School held each year at Knoxville. It is intended as a course of instruction for teachers and those who expect to teach.

POLITICAL HISTORY.

In early days the people of Marion county did not trouble themselves much about politics. They cared more about the settling of the country and the increase of their worldly goods. For several years after the organization of the county, persons were elected to office more on account of their fitness or popularity rather than for political reasons. We find that in several instances opposing candidates belonged to the same party. Until 1850 and several years after Marion county was reliably democratic. The county has always been very conservative and a nomination has never been the equivalent of an election. The first election in which the county was carried by the republicans on a straight political issue was

the state election of 1861, in which Samuel J. Kirkwood received 1441 and Merritt 1402 votes for governor. In 1864 the presidential vote stood 1459 for Lincoln and 1453 for McClellan. From that time until 1896 the county was republican, although an occasional office was secured by some popular democratic nominee. In 1896 the growth of the free silver sentiment and the fusion of the democratic and populist parties gave a sweeping victory for the fusion candidates. Since 1896 the elections have been very close, with the advantage slightly in favor of the fusion candidates. In the late presidential election the heads of the tickets tied, McKinley and Bryan each receiving 2950 votes. In this election the republicans elected the county clerk and county attorney. The fusionists elected the county auditor and county recorder. The elections of late years have all been very close, and contests have been numerous. In fact in the 1900 election the official count declared the democratic nominee elected, but on contest the office was given to the republican nominee. Closeness of the vote in the county has given rise to many contested elections and bids fair to cause many more in the future.

The officers of the county at present are: Member of the Legislature, Hon. J. L. Warren; Board of Supervisors, John D. Bates, R. A. Pilmer and T. R. Brown; Auditor, G. W. Vander Wilt; Deputy, Walter Bane; Clerk, D. W. Langerak; Deputy, A. P. Heald; Treasurer, C. C. Cunningham; Deputy, J. S. Cunningham; Recorder, Millie M. McCorkle; Deputy, Dale Witt; Sheriff, W. M. Davis; Deputy, J. M. Amos; Attorney, W. C. Mentzer; Supt. of Schools, W. F. Crew; Surveyor, Jasper Nye; Coroner, G. W. Irvin; Janitor of Court House, M. Lever; Ass't., D. R. Gardner.

WAR RECORD.

Limited space renders it impossible to do justice to the war record of Marion county. The following facts, however, are well worth preserving, especially those pertaining to the late Spanish-American war, a detailed history of which has not yet been written. To the war of the rebellion Marion county sent 1372 men, one for every 12 inhabitants, and two for every five voters. These men represented the county creditably in the many different regiments formed in the state. A large number gave up their lives for the cause and others never returned to the place of their enlistment. Those who did return took a prominent part in the affairs of the county and proved to be the most honored and respected citizens. We regret exceedingly that the scope of this history will not permit a more detailed account of the part Marion county played in the Civil War, and refer the readers to other books which have this subject alone for their subject matter.

In the late Spanish war the military duties of the country were performed by Company "D" of the 51st Regiment Iowa Inf. Vol. This company was the local militia of Knoxville until it was mustered into the United States service, May 30, 1898. The 51st regiment passed through the most trying situations of the campaign in the Philippines, and throughout the entire stay there Company "D" played a conspicuous and creditable part. For names of officers and men of the Company, look on page 38 of this book.

THE OUTLOOK.

The outlook for Marion county is very bright. Agriculturally it ranks high and is known all over the United States for the number and high standard of its horses. Land values have increased greatly in the past few years and the transfers of property in this time have been unusually large. The coal deposits in the county are very large and of fine quality. The mineral is found in all parts of the county but has been mined only at a few points near the railroads. During the past few years, however, mining has been on the increase. The Wabash railroad has built several switches into the coal regions in the southeast part of the county and is now opening up extensive mines in that locality. There are also extensive mines on this road at Morgan Valley, in the northwest part of the county. There is no reason why Marion county should not in the near future lead in the production of coal. This mineral wealth in addition to the unusually productive soil of the county ought to place Marion county at the head of productive counties in the state.



